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THE DAILY PRESS' OFFICE.  
All goods are read and all work  
superintended by Englishmen. Always  
equal and generally superior to that  
done anywhere else. Estimates given.

**PRINTING OF ALL KINDS** at the most  
moderate prices.

THE DAILY PRESS' OFFICE.

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For Freight or Passage, apply to  
D. L. LEDGER,  
C. of C. of this Paper,  
Hongkong, 11th January, 1899. [178]

**NEW ADVERTISEMENTS**  
**WANTED**, a Portuguese BOOKKEEPER  
who understands Double Entry Books.  
State reference and salary required.  
Reply to

THE DAILY PRESS,

C. of C. of this Paper,  
Hongkong, 11th January, 1899. [178]

**TO LET**

**OFFICE ROOMS**, Nos. 64-65, QUEEN'S

STREET, Hongkong, 11th January, 1899. [179]

Apply to N. MODY & CO.

Hongkong, 11th January, 1899. [179]

**TO LET**

**NO. 5, RICHMOND TERRACE**, 4

Rooms.

**NO. 7, ORMSBY TERRACE**, KOWLOON,

5 Rooms.

**GUTHRIE'S ESTATE & FINANCE**

CO., LIMITED.

Hongkong, 11th January, 1899. [175]

**FOR SALE**

**ONE** (nearly new) English Double Barrel 9

Bbl. Bow FOWLER PIECE in case with

implements. Price £55.

Also, One 4 Bbl. Single Barrel (English make).

Price £55.

WM. SCHMIDT & CO.

Hongkong, 11th January, 1899. [180]

**BEST YUBARI LUMP COAL FOR SALE**

**THE S.S. Deyo Maru** is expected here on or

about 14th inst. carrying 2,200 tons of

best Yubari Lump Coal from Japan, Moron.

Any ship requiring same for use should apply

to KWONG MAN WO,

No. 132, Bonham Strand West.

Hongkong, 11th January, 1899. [181]

**VICTORIA CHAPTER,**

No. 525 E.C.

A REGULAR CONVOCATION of

A. VICTORIA CHAPTER will be held

at the FREEMASON'S HALL TO-MORROW,

the 12th instant, at 8.30 for 9 P.M. precisely.

Visiting Companions are cordially invited to attend.

Hongkong, 11th January, 1899. [182]

**PUBLIC AUCTION.**

THE Undersigned have received instructions

to sell on behalf of

PUBLIC AUCTION,

for Account of the Concerned,

TO-MORROW,

(THURSDAY), the 12th January, 1899,

at their Sales Rooms, 9, 11 & 13,

INTIMATION  
EYE-SIGHT.

Mrs. N. LAZARUS,  
Optician, of London and Calcutta, may  
be consulted for SPECTACLES at  
FLETCHER & CO.'S PHARMACY.  
(Opposite the HONGKONG HOTEL).

Business Hours: . . . . . 9 a.m. to 5 p.m.

A great proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of "Bye Strain" ending in various forms of disease. Glasses specially adapted in youth to those requiring them can correct and cure.

Mr. LAZARUS supplies his SPECTACLES, also after testing the sight.



A. S. WATSON & CO.,  
LIMITED.

WINE AND SPIRIT  
MERCHANTS.

ESTABLISHED A.D. 1841.

**PORTS**  
(FOR INVALIDS AND GENERAL USE)

B.—VINTAGE, superior quality,	
Rod Capsule . . . . .	\$14.40
C.—FINE OLD VINTAGE, super-	
ior quality, Black Seal	
Capsule . . . . .	16.20
D.—VERY FINE OLD VINTAGE,	
extra superior, Violet	
Capsule ( <i>Old Bottled</i> ). . . . .	20.40

Port after removal should be rested for a month before use. Wine required for drinking at once should be ordered to be decanted at the Dispensary before being sent out. These Wines are too favourably known to need comment.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Const Ports.

A. S. WATSON & CO., LIMITED.  
THE HONGKONG DISPENSARY.

[28]

The Daily Press.  
HONGKONG, January 11th, 1898.

In another column we publish a letter signed "Widenwak" in which the writer boldly attacks the policy proposed by Lord CHARLES BERESFORD and supports the formal recognition of spheres of influence. Before proceeding to discuss "Widenwak's" proposals there are two inaccuracies in his letter that should be pointed out. He credits Lord CHARLES BERESFORD with saying that there was no trade in Manchuria. What his lordship did say was that there was no Russia trade in Manchuria. Our correspondent also says that France has successfully defeated an application for a concession for a British railway from Kowloon to Canton. France protested against the granting of such a concession, but unsuccessfully, and when the railway in question is undertaken it will be a British enterprise. Having thus cleared the way we may proceed to consider "Widenwak's" proposals. Passing over the general attack on China's Irish advisers, which may be taken for what it is worth, we come to the question of Russia's sphere of influence in Manchuria. With the terminus of the great Siberian railway at Taliachen it is inevitable that Russian influence in Manchuria must be predominant. The province may remain nominally Chinese and its trade may continue open to all nations on equal terms, but amongst the foreign residents Russian subjects will be in a majority and they will give the tone to the social and business life of the community. "Widenwak" speaks of the open door as a variously defined idea and the same might be said of spheres of influence. Lord CHARLES BERESFORD and our correspondent appear to regard the establishment of a sphere of influence as equivalent to the formal annexation of territory. How wide a distance may separate the two ideas, however, may be seen by a glance at Egypt, which is undoubtedly a sphere of British influence, though there has been no annexation of the country nor even the declaration of a protectorate. The destiny of Russia is as clearly marked out in Manchuria as that of England in the Nile Valley, but there is no reason in the world why the door should

not be kept wide open to the trade of all nations. If Russia is not disposed to guarantee this voluntarily and in her own interest the other great Powers could easily impose it as a condition that must be fulfilled. That we take to be the meaning of Mr. CHAMBERLAIN's recent declaration that an understanding with Russia was possible and desirable. So long as England can secure an open door for her trade she can afford to snap her fingers at spheres of influence.

We come now to "Widenwak's" suggestion with regard to the so-called spheres of influence to be accorded to the other Powers primarily interested, namely, England, Germany, France, and Japan, and here it may be well to remember the item in the recipe for cooking a hare—first catch your hare. Assuming that "Widenwak's" proposed carving up of China were considered consonant with British interests would the other Powers mentioned be satisfied with the division and would they be disposed to accept the responsibilities thrown upon them? Two of the Powers named, Germany and Japan, are understood to favour the maintenance of China's integrity, and American opinion also inclines to the same side. The maintenance of integrity is England's traditional policy, and if she is prepared, either alone or in conjunction with other Powers, to assume the direction of the government the policy is perhaps not impossible of accomplishment.

It is destined ultimately to share the fate of Poland, in which case England must be ready to take her proper share, but in the meantime it appears worth while giving the country another chance. And seeing what has been accomplished in Egypt, both in the civil administration and the army, China's case cannot be regarded as absolutely hopeless, provided the appropriate remedy be applied. As to whether the treatment should first be applied to the army or the civil administration opinion seems to differ, and it may be useful to point out an inconsistency of which some of the controversialists seem to be guilty—and small blame to them, for in China inconsistency seems to overtake us all. But the particular inconsistency we would point out is this, that at the time of KANG YU-WEN's collapse it was affirmed with the utmost confidence that all the drastic reforming desires inspired by that gentleman could have been carried out without any fear of opposition in the provinces, that the country was ripe for the reforms and would have welcomed them. It is now affirmed with equal confidence that any attempt at reform would be foredoomed to failure unless backed up by a reorganized army offered by Europeans. The weathercock of opinion on this subject has changed from due north to due south. Whichever view may be correct, however, it must be conceded that the army, as one of the principal departments of the state, must share in the general reorganization, and the sequence in which the departments are taken in hand is perhaps not fundamentally important; if the decision be in favour of taking the army in hand first we may be assured that reform of the civil administration will follow in due course. But there must be none of that weakness in dealing with the case of the exhibition of which in the past "Widenwak" so justly complains; it must be clearly understood that the patient is to obey the doctor's orders and to be subjected to restraint if he grows refractory.

The French press, so Reuter informs us, accuses Great Britain of encouraging dangerous irritation. France, both by her government and her press, has been encouraging dangerous irritation for the last twenty years, and it seems rather foolish of her now to get irritated herself at the publication of the facts connected with one of the disputes that have occurred during that period. We opine that the Madagascar blue book is only the precursor of others, and that Lord SALISBURY has determined to make known the true course of Anglo-French relations in recent years with a view to bringing the regime of continual bickering to an end and so avoiding dangerous irritation in the future.

Yesterday morning a Chinese woman, 28 years of age, residing at 27, Queen's Road West, was found to have committed suicide by cutting her throat with a razor. She had been in a bad state of health for some time. The body was removed to the Tung Wah Hospital. We hope to hear from your Excellency the nature of the work that has been done in the Tung Wah. We hope also that the visit has been the means of disclosing to your Excellency any of the defects which your Excellency might be good enough to suggest to us the means of remedying. No evidence that the object of your society is to save life and alleviate suffering. I recognize the difficulty of this task, and when they are brought to you for your consideration, I trust you will be more than ever inclined to do your best to help us. Your present continuing directors are very last year introduced to Sir William Robinson, before assuming the duties of the head of the Tung Wah Hospital, and exclusively by these Chinese who contribute annually to the funds of the hospital. The chairman of the board of directors of the Tung Wah Hospital is much to be pitied, as he is very ignorant of the affairs of the hospital, and has been unable to do his duty in a satisfactory manner, although this will bear rather heavily on our limited finances. Now, Sir, it only remains for me to report to you that our duties have been transferred to the hands of the incoming committee, who I feel will be able to effect still further improvements in the management of the hospital. Once more I thank your Excellency for your kind reception.

Mr. D. T. HALE interpreted the speech into Chinese.

Mr. HO TUNG—Your Excellency, we have listened with very great attention to the remarks which your Excellency has so kindly made to us just now. We can assure your Excellency that nothing that can be done will be left undone to carry out your suggestions and good advice. We are well aware that like most people, we are liable to make mistakes, and when we happen to have made such mistakes and when they are brought to our notice, we will not hesitate to come forward and frankly admit them, and do our best to have them rectified. We hope, however, that when we return to the review of our work, your Excellency will be still further encouraged to propose that we may be still further encouraged to promote the interest of the Tung Wah Hospital to the best of our ability. In conclusion, allow me and my colleagues to thank your Excellency most heartily for the kind reception which you have accorded to us to day. I think that it is a great honour to be invited to do our duty in the discharge of our duties so as to justify the nomination of your Excellency and our exertions.

The interview then ended.

THE ROYAL HONGKONG GOLF CLUB.

CAPTAIN'S CUP AND SILVER MEDAL FOR JANUARY.

The entries for the above competition were well up to the average, and the "wins" have again gone to the long-hitting men, who in the present dry state of the links and keen nature of the putting greens have a considerable advantage over their less favoured opponents. We regretted to notice on one of the days of the competition, both morning and afternoon, the very poor putting throughout the green, and when the putting was at its worst, the round of 18 holes should in an ordinary way be easily accomplished in 12 hours, whereas in the case referred to it took fully 22 hours to complete. This is rather disconcerting to couples coming up behind, and gives rise to split temper and spoilt game.

Following are the returns sent in—

CAPTAIN'S CUP.

Mr. R. H. Hill . . . . . 10 61  
Mr. G. Stewart . . . . . 86 2 58  
Mr. E. J. Grier . . . . . 103 24 54  
Mr. W. A. L. Lethbridge . . . . . 94 8 56  
Mr. G. Millward . . . . . 97 11 56  
Capt. E. B. Burnie . . . . . 106 18 55  
Mr. E. P. Mackay . . . . . 99 11 58  
Mr. C. A. Tomes . . . . . 102 8 54  
Mr. H. W. Robertson . . . . . 107 20 54  
24 entries.

POUNCE.

Song, N. J. Smith, R.N. 100 18 62  
Mr. R. H. Hill . . . . . 97 16 58  
Mr. G. Stewart . . . . . 86 3 58  
Mr. E. B. Burnie . . . . . 103 18 55  
Lie. Petty Aryscooch, R.N. 100 13 57  
Mr. E. P. Mackay . . . . . 99 11 58  
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24 entries.

THE QUARTERLY MEETING FOR THE "MACBROWNE" CUP WILL BE HELD FROM 15TH TO 16TH INST.

OLIVERS HERRELD MINES, LIMITED.

We have received the following report from the General Manager of work done during the month of November, 1897.

THE UNITED STATES AND THE PHILIPPINES.

Lord CHARLES BERESFORD'S SPEECH TO THE HONGKONG CHAMBER OF COMMERCE.

THE EDITOR OF THE "DAILY PRESS."

SIR,—Now that the public have had time to digest Lord Charles Beresford's speech to the Hongkong Chamber of Commerce, it is to be desired, especially from the date of his arrival, that we pay more attention to his speech, and that we may be still further encouraged to promote the interest of the Tung Wah Hospital to the best of our ability. In conclusion, allow me and my colleagues to thank your Excellency most heartily for the kind reception which you have accorded to us to day. I think that it is a great honour to be invited to do our duty in the discharge of our duties so as to justify the nomination of your Excellency and our exertions.

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## VESSELS ON THE BERTH.

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA  
IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY CO.FOR PORTLAND, OREGON,  
IN CONNECTION WITH  
OREGON RAILROAD AND NAVIGATION CO.

Steamer Tons. Captain. Proposed Sailing. Steamer Tons. Captain. Proposed Sailing.

\* GLENNOLE, 3,750 J. McGilivray Jan 18 \* COLUMBIA, 2,654 A. Gow Jan 18

\* OLYMPIA, 2,603 J. Truebridge Jan 17 \* MONASHIE, 2,747 A. Evans Feb. 18

VICTORIA, 3,002 J. Panton Feb. 16 DENNOX, 3,013 J. Williamson March 11

TACOMA, 2,911 W. Smith Feb. 26 GOLDFRIED, 2,654 A. Gow April 15

\* Not calling at SHANGHAI.

\* Calling at HONOLULU and not calling at SHANGHAI.

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £17.

Excellent accommodation. First class Table, DOCTOR and STewardess carried.

Passengers to EUROPE may proceed by one of the First-class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route of the ROCKY and CASCADE MOUNTAINS.

HONGKONG TO VICTORIA, TACOMA, or PORTLAND, £23.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailing from VICTORIA, TACOMA and PORTLAND to LIVERPOOL and ST. MICHAEL.

Rates of Passage to other Points available.

Special rates allowed to members of Governmental Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canada and United States Points.

Cousier Inquiries of Goods for United States Points should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., for Goods forwarded via that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, for Goods Shipped by that route.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL & CO., LIMITED  
General Agents.

Hongkong, 11th January, 1899.

PENINSULAR & ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

YOKOHAMA VIA NA. [SOOGRA] { About 16th] Freight. (Passing through GASAKI &amp; KOBE { T. H. Hilo, E.N.R.] January 3 the Inland Sea)

LONDON { JAPAN { About 16th] Freight or Passage. { G. K. Wright, E.N.R.]

LONDON, &amp;c. { CHUSAN { Noon, 21st] See Special Advertisement. { E. Street

YOKOHAMA VIA NA. [REHILIA] { 4 P.M., 21st] Freight or Passage. (Passing through the Inland Sea) { S. de B. Lockyer, E.N.R.] January 3 through the Inland Sea)

SHANGHAI { BALLYARD, { About 21st] Freight or Passage. { C. L. W. Field, E.N.R.] January 3

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 9th January, 1899.

NIPPON YUSEN KAISHA.  
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

HITACHI MARU { YOKOHAMA, KOBE, KURE, and THURSDAY, 12th January, at 4 P.M.

O HILDECAT { MOJI { TUESDAY, 12th January, at 4 P.M.

TENSHIN MARU { KOBE &amp; YOKOHAMA { THURSDAY, 12th January, at 4 P.M.

DA LS SUDO { KOBE &amp; YOKOHAMA { THURSDAY, 19th January, at 4 P.M.

KAGOSHIMA MARU { KOBE &amp; YOKOHAMA { THURSDAY, 19th January, at 4 P.M.

KASUGA MARU { NAGASAKI, KOBE &amp; YOKOHAMA { FRIDAY, 20th January, at 4 P.M.

E. W. HARVEY { SHANGHAI, CHEMULPO and FRIDAY, 20th January, at 4 P.M.

SAMAMI MARU { NAGASAKI { FRIDAY, 20th January, at 4 P.M.

INADA MARU { MAESSELLS, LONDON, AND ASTORIA { SUNDAY, 22nd January, at 4 P.M.

W. B. BRADY { WEHIT, VIA SINGAPORE, PENANG, and COLOMBO, and POST SAILED { THURSDAY, 26th January, at 4 P.M.

KINSHI MARU { SEATTLE, WASH., U.S.A., V. KOBE, { THURSDAY, 26th January, at 4 P.M.

TOKIO MARU { YOKOHAMA, AND VICTORIA, B.C. { THURSDAY, 26th January, at 4 P.M.

TOURNE { BOURNE { THURSDAY, 26th January, at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamer.

For further information as to Freight, Passage, Sailings, &amp;c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,  
Manager.

Hongkong, 10th January, 1899.

CANADIAN PACIFIC RAILWAY CO.'S  
ROYAL MAIL STEAMSHIP LINE.PI PLATE RYDE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND  
VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamship—6,000 Tons—10,000 Horse-Power—Speed 10 knots

PROPOSED SAILINGS FROM HONGKONG  
(SUBJECT TO ALTERATION).

EMPERESS OF CHINA, Count. R. Archibull, E.N.R., WEDNESDAY, 18th Jan., 1899

EMPERESS OF INDIA, Count. O. P. Marshall, E.N.R., WEDNESDAY, 15th Feb., 1899

EMPERESS OF JAPAN, Comte G. A. Le, E.N.R., WEDNESDAY, 15th Mar., 1899

THE proposed TWINScrew STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 days, saving THREE DAYS to a WEEK in the Trans-Pacific journey. make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily from the Coast of the PACIFIC TO THE ATLANTIC, without change. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers of Great Britain and the Continent are given choice of.

Passenger tickets and cabin berths are granted to Missourians, Members of the Naval and Military, Diplomatic, and Civil Service, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for service at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN and LAKE SCENERY throughout the route, including the great cities of the UNITED STATES and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &amp;c., apply to D. E. BROWN, General Agent, Pedder Street.

NORTH GERMAN LLOYD HAMBURG AMERICA LINE.  
(FREIGHT SERVICE).

Taking cargo at current rates to AMSTERDAM, ROTTERDAM, LISBON, LONDON, OPORTO, LIVERPOOL, GLASGOW, PORTS in the LEVANTINE, BLACK SEA and BALTIc PORTS, North and South American Ports.

PROJECTED SAILINGS FROM HONGKONG  
SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

M. ASTURIA { HAVRE, HAMBURG/BREMEN { 16th, Freight

Capt. Haber { (London with transhipment in Hamburg) { January, Freight

M. D. RICKMERS { HAVRE, HAMBURG/BREMEN { About 6th, Freight

Capt. Pap. { (London with transhipment in Hamburg) { February, Freight

M. SAARIA { HAVRE, HAMBURG/BREMEN { About 15th, Freight

Capt. Elders { (London with transhipment in Hamburg) { February, Passage

M. SUEVIA { HAVRE, HAMBURG/BREMEN { About 15th, Freight

Capt. Forster { (London with transhipment in Hamburg) { March, Freight

M. WITTENBERG { HAVRE, HAMBURG/BREMEN { About 31st, Freight

Capt. Madson { (London with transhipment in Hamburg) { March, Freight

\* These steamers have superior accommodation for Passengers and carry a Doctor and Stewardess.

Calling at Naples for passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &amp;c., apply to CARLOWITZ &amp; CO., AUGUSTA.

Hongkong, 9th January, 1899.

## VESSELS ADVERTISED AS LOADING.

DESTINATION. VESSEL'S NAME. FLAG &amp; REG. CAPTAIN. FOR FREIGHT APPLIES TO. TO BE DESPATCHED.

LONDON. Japan. Brit. str. Wright, R.H.N. Co.

LONDON VIA SUEZ CANAL. Diamond. Brit. str. Bartlett &amp; Swire

BREMEN VIA PORTS OF CALL. Chusana. Brit. str. Street

HARVE, HAMBURG/BREMEN. Astoria. Gor. str. Heintz

HAVRE, HAMBURG/BREMEN. Dorothie. Gor. str. Fahn

MARSEILLE, LONDON, &amp;c. Salazio. Gor. str. Paul

Wittenberg. Gor. str. Carlowitz &amp; Co.

MARSEILLES VIA SAMON, &amp;c. Salazio. Gor. str. Carlowitz &amp; Co.

VANCOUVER, Y. SHANGHAI, &amp;c. Salazio. Gor. str. Carlowitz &amp; Co.

VICTORIA, B.C. &amp; TACOMA. Salazio. Gor. str. Carlowitz &amp; Co.

PORTLAND, OREGON, &amp;c. Salazio. Gor. str. Carlowitz &amp; Co.

SEASIDE, PORTLAND, V. KOREA, &amp;c. Salazio. Gor. str. Carlowitz &amp; Co.

SAN FRANCISCO VIA SHANGHAI. Salazio. Gor. str. Carlowitz &amp; Co.

SAN FRANCISCO VIA JAPAN. Salazio. Gor. str. Carlowitz &amp; Co.

NEW YORK VIA SUEZ CANAL. Salazio. Gor. str. Carlowitz &amp; Co.

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